SATURDAY, APRIL 2, 1898.

Subscriptions by Mail, Post-Paid.

DAILY, per Month Se Se DAILY, per Year DAILY AND SUNDAY, per Month Postage to foreign countries added. THE SUR, New York City.

Panis-Kleeque No. 12, near Grand Rotel, and Etosque No. 10, Boulevard des Capucines.

If our friends who favor us with manuscripts for publication with to have rejected articles returned, they must in all cases send stumps for that purpose

Monday or To-Day?

From the Canary Islands to Porto Rico Is about 2,800 miles. From Hampton Roads to a point cast of Porto Rico, intercepting the route thereto from the Canaries, is about 1,300 miles. The farther east the point of interception, slightly longer the distance from Hampton Roads.

The flotilla of Spanish torpedo boats which started westward from the Canary islands on Wednesday or Thursday of last week is crossing the Atlantic at a speed not definitely known, but supposed to be about eight knots an hour. To-day it will have covered more than half the distance. Every day brings these boats nearer to Porto Rico, to Havana, and to the American war vessels which it is their purpose to attack, in the event of hostilities. Every further delay, postponement, or diplomatic evasion at Madrid is worth a good long reach on the chart which records the progress westward of these small devils of de struction.

Are they to be feared? Yes. If war had been declared vesterday it would be the first and most urgent measure of national defence to catch them in the open sea and annihilate them where they are comparatively helpless. If war were declared today, every hour wasted in despatching the flying squadron, so-called, upon this errand would be an immense gain to Spain's cause and a corresponding loss to ours.

What does the torpedo flotilla signify, supposing that it gets across safely, and into temporary shelter? As a contribution to general knowledge, we reproduce elsewhere on this page a description by Capt. S. EARDLEY WILMOT, R. N., of operations in which battleships, cruisers, and torpedo boats are concerned. The events recited are the imaginary events of an imaginary war, but the theories and opinions underlying the fictitious narrative are those of high naval authority.

Anybody with a map and mathematics at command can figure for himself the possibility of intercepting and striking this dangerous enemy by means of the flying squadron now in Hampton Roads. But he will figure it down to a very narrow margin of time, even supposing that the flotilla is proceeding upon the direct course and that it can be found and held up without time lost in searching.

Men for the Navy.

Next week or now?

The grave obstacles hitherto existing to the enlistment of crews for the repaired vessels and the purchased vessels have now been removed. It was observed that out of the hundreds of applicants that crowded the recruiting offices, each day's tally for the last six weeks showed very few accepted. It is a familiar experience that in spring, when the yachting season offers the rospect of high wages until late autumn. the recruiting of good men for the navy is always dull and difficult. But, in addition, the grades of men demanded, up to a recent date, excluded many who were promcession was made in regard to the term of enlistment. Seamen and ordinary seamen were required to pass an examination in seamanship and to have a record at sea; chief machinists and first and second class machinists also had to show that they were machinists by trade.

Now the conditions have been relaxed somewhat. Enlistments for all grades are allowed, while a one-year term is also permitted, with possible release earlier, on application, if the exigencies of the service allow. There is a special service class, composed of men whose time is to cover the cruise of the vessel to which they are attached, and this seems to be largely directed to securing the men already em ployed on the yachts and tugs recently purchased or about to be purchased.

The result of these provisions is already seen in vastly increased enlistments, more particularly among those who are anxious to serve in a war against Spain, should war come, believing it will be short, but do not want to bind themselves irrevocably for three years ahead. The problem thus solved is important, and one more prepa ration for any hostilities that may occur is thereby greatly advanced.

The Value of St. Thomas to Us Now.

The value of St. Thomas as a naval station was probably never more widely appreci ated than at this moment, since everybody must see what its position, east of Porto Rico and less than twoscore miles from it really means. With the harbor of Charlotte Amalie ours, and suitably fortified, we should have at this moment not only an available naval and coaling station in that part of the Caribbean Sea, but a base there for operations against Porto Rico or against any torpedo or other squadron proceeding

from Spain to that island. We can have St. Thomas and its neigh bors, Santa Cruz and St. John, if we want them. Denmark, which has long desired to part with these islands, on account of the cost of their maintenance and of her having no pretensions as a naval power, offered them to us over thirty years ago. At that time we negotiated only for St. Thomas, with its small appendage, St. John; but Denmark now wishes to dispose also of Santa Cruz, which is larger than St. Thom as, and more fertile, but without its value

as a coaling station. The harbor of Charlotte Amalie would give us deep and excellent anchorage, besides a town having already telegraphic communication with the continent, paved and clean streets, houses supplied with ges, rail travel, banking and hospital accommodations, and laborers such as a naval station would need. There is an advantage in having such things at hand instead of having to create them. Mole

Nicolas, at the western end of Havti cope Windward Passage between that and Cuba, certainly has great ic advantages; so has Samma Bay, safern end, on the Mona Passage

as one of our naval officers informed Congress, when an isthmus station at Chiriqui was under consideration, "most of our vessels commence cruising to windward," when visiting Gulf waters, and St. Thomas is familiar to them as a coaling station in beginning such cruises, and also in going to or from points in South America.

The islands, too, want to come into the Union. Santa Crus did not vote on this question in 1867, but the extraordinary vote of 1,244 for annexation to 22 against it. then obtained among those entitled to the suffrage, makes it probable that she would be as eager for it as St. Thomas was and doubtless is yet. Congress was opposed to the annexation thirty years ago; but an exceptional series of disasters, including an earthquake, a destructive tidal wave and a cyclone, happening while the project was under consideration, greatly hurt it, and the fact that we had just acquired Alaska made some Senators anxious to wait before buying more territory.

We shall get the islands cheaper now, for then \$7,500,000 was the treaty price, while \$5,000,000 is the amount named in Mr. Longe's bill for buying them, based on an understanding of what will be adequate. That there are some drawbacks to he acquisition of St. Thomas, as there would be drawbacks to the acquisition of other footholds in the West Indies, may be admitted; but the real question is as to the preponderance of advantages, and the declaration of the St. Louis platform that by the purchase of the Danish islands we should secure a proper and much needed naval station" seems to be a moderate statement of a great and timely truth.

The Siege of Havana in 1762. If we are to have a war with Spain, and

an invasion of Cuba by United States forces, it will not be the first time that this country has furnished troops for the capture of Havana.

In 1762, soon after the declaration of war between England and Spain, the British Government despatched an expedition against Havana. The land forces were commanded by Lord ALBEMARLE (WILLIAM ANNE KEPPEL), the victor of Culloden, and the fleet by Admiral Sir GEORGE POCOCK, who had recently returned from a brilliant campaign in the East Indies. The expedition, as organized, was to consist of 16,000 men, of which Lord ALBEMARLE carried with him 4,000 British regulars. Eight thousand were to be furnished from the British forces then in the West Indies under Gen. Monckton, and 4,000 from the continent of North America. Of these 2,000 were to be British regulars and 2,000 provincial troops.

The fleet left Spithead March 6, and upon its arrival was reinforced by the fleet there under RODNEY's command, and soon after, on its way to Cuba, by Capt, HER-VEY's squadron. Monckton's troops joined ALBEMARLE at Martinique and the land forces were augmented to 11,351.

The English fleet arrived off Havana on June 6. Here Pocock divided his fleet. With the larger division he sailed down the coast past Havana. On the next day he manned his boats and made preparations apparently for landing at a point about four miles west of Havana. But this was a mere feint to distract the attention of the Spanish while the actual landing was made by the other division under Commo dore AUGUSTUS KEPPEL, a brother of Lord ALBEMARLE, about six miles east of Havana. Here the army was landed in three divisions, commanded respectively by Lieut.-Gen. Elliott. Major-Gen. Keppel. another brother of Lord ALBEMARLE, and Brig.-Gen. WILLIAM HOWE, afterward the 'Lord Howe" of our Revolution. With this force was also Col. GUY CARLETON, who, as Sir GUY CARLETON, surrendered New York city to Gen. WASHINGTON in 1783. On this occasion he distinguished himself by his gallantry in repelling a charge made by the Spanish cavalry upon he landing forces.

Commodore KEPPEL gives this account of the landing:

"At an appointed signal the flat-bottomed boats containing the troops repaired to their respective rendezvous under the sterns of the line of battleships, whose Captains conducted them to the shore. While the embarkation was going on the enemy made a show of resistance from a breastwork which they had thrown up. Upon this Commodore KEPPEL directed them, and they were soon put to flight. A more considerable body of men making their appearance, he ordered Capt. Henvey to run in and batter a fort situated at the mouth of the Bocca Nao, which in the ourse of an hour he completely silenced, and the army landed without further molestation."

He thus describes the defences of Havans at that time:

"The harbor of Hayana, which is specious enough to contain a hundred sail of the line, is defended by two strong forts. The principal of these, the Morro built upon a narrow point of land, is inaccessible rom the sea. To the east it is fortified by several works and by a deep ditch, half of which is cut out of the solid rock. On the opposite entrance of the narbor stands Fort de la Punta; further in and on level with the water is a strong battery mounting weive guns, called 'The Tweive Apostles,' and higher up a work opposite the Point Gate called 'The Shepherds' Battery.' Above these are the Cavannos, chain of hills which range from the Morro to the plain of Gunamacoa. A chain of bastions and other works defend the town to the west."

The landing having been successfully accomplished, one division of the army, under Major-Gen. KEPPEL, marched to the west to invest the Morro Castle and the fortifications on that side of the harbor. Gen Howe's division was assigned to the investment of the Castle del Punta, while Gen. ELLIOTT, with the centre division, cut off the city from all communications with the

interior of the island. The British commanders at once comnenced the erection of batteries at the most advantageous points on the line of invest ment. This was accomplished under great difficulties. The troops were unaccustomed to the heat of a Cuban summer, the water was scarce and very bad, there was great want of fresh provisions, and the army soon began to show signs of epidemic disease. At one time there were 5,000 soldiers and 3,000 seamen on the sick list. Fortunately, ALBEMARLE had brought with him from Martinique about 1,500 negroes, and these performed the greater part of the work of throwing up breastworks and erecting batteries. In spite of all obstacles it was pushed on as rapidly as possible, and on June 30 the batteries bearing on the Moro were completed, and the next morning a tremendous cannonade was opened upon

the Spanish fort. Admiral Pocock, anxious to cooperate with the land forces, directed Commodore KEPPEL to send a part of his fleet to bombard the Morro on the sea side, hoping thus to divide the attention of the enemy and prevent the concentration of his fire upon the batteries. It was a dangerous under

taking. KEPPEL says: "The ships proceeded to their stations. CAMPRELL, in the Sterling Castle, was ordered to lead, but his courage falled blm. The three other ships, the Dragon, Marlborough, and Cambridge, anchored plose in with the shore and laid their broadside n Domingo and Porto Rico, But, against the fore. For six hours they kept up an unintermitting fire. Harly in the engagement Capt Goosstray of the Cambridge was killed." Capt. HERVEY, in announcing to KEPPER

Capt. Goosgray's death, wrote: "I am unluckily aground, but my guns bear. many men Aore de combat now and officers wounded my masts and rigging much cut, and only one a shall stay here as long as I cen, and watt your

As it was evident that the fire of thes ships had little effect on the Morro, while its fire was playing havor with them, Commodore KEPPEL ordered their withdrawal. They were in bad condition and had to be retired for repairs.

On July 9 the English batteries again opened on the Morro, and the next week abowed encouraging results. On the 16th the English fire had increased, while the Morro could only reply with two guns. The British commanders now determined that it was time to prepare for an assault upon the works. The Morro was defended by a ditch 80 feet deep and 40 feet wide, cut through the solid rock, except in one place, where a narrow ledge had been left across the ditch to shut out the water from the sea. Along this ledge only one man could pass at a time, but on July 18 the English sappers and miners made a dash across it and effected a lodgment in the wall of the fortress.

The defence of the Morro had been con mitted to Don Luis Velasco, a gallant naval Captain, who proved himself worthy of the trust. Appreciating the necessity of driving the British miners from their posi tion, VELASCO sallied out with 1,500 men, in three divisions, but was promptly met and repulsed with heavy loss. In this the battalion of Royal Americans, who had just arrived, distinguished itself greatly. Under the immediate command of Gen. KEPPEL, who led it in person, it defeated one of the Spanish columns, driving them into the river, where 150 Spanlards were drowned.

In the subsequent operations of the siege the American provincials, 2,300 strong, consisting of the First Connecticut Regi ment, a New York battalion and one from New Jersey, and two or three companies from Rhode Island, all under command of Gen. PHINEAS LYMAN, did good service LYMAN was Colonel of the Connecti cut troop, but being the senior provincial officer, he took command of the brigade, and his Lieutenant-Colonel, ISRAEL PUTNAM, the "Old PUT" of our Revolution, commanded the regiment. PUTNAM with half of his regiment had been shipwrecked in a storm off the coast of Cuba, about thirty miles from Havana. He managed to land his men on an island, and they were afterward taken off and joined the main body at the siege. The arrival of the Americans was a great relief to the British army, as they came in good health, while the English forces were in large parprostrated by the heat of the climate and endemic disease.

The Spaniards having failed in their sally, the work of sapping went on without Interruption, and on July 30 a sufficient breach was made in the walls of the fortress. Through this, on the afternoon of that day, a storming party, headed by Lieut. FORBES of the Royals, entered the works and took the Spanish by surprise. They made a desperate but brief defence. Don Luis Velasco, rallying around him about a hundred of his men, refused to surrender until mortally wounded. He died a day o two after. In recognition of his gallantry the King of Spain created his son Viconde del Moro, and ordered that there should always be a ship in the Spanish Navy called the Velasco. That order is respected to this day. The Spanish cruiser of that name is now at the Philippine islands.

The Morro taken, the fate of the city was sealed. The Spanish Governor, however, held out to the last, and it was not until Aug. 11, when the British opened fire on the city with forty-five heavy siege guns, that he signified his willingness to capitulate. The British troops entered the town of Havana on Aug. 13.

The Spanish land and sea forces available for the defence of the city amounted to about 30,000 men. They had a fleet in the harbor of Havana of twelve line-ofbattle ships, but instead of sailing out and giving battle to the English ships, or making an attempt to escape, they remained there, to be caught like rats in a hole Three of the battleships were sunk to block the entrance to the harbor; the other nine were surrendered to the British, who also burned two more upon the stocks.

The triumph was one of the most complets ever achieved by British arms. The value of captured property amounted to \$14,000,000. PHILIP II. had given to Havans a coat of arms, in which was blazoned a golden key, to signify that it was "the key of the West Indies." England nov held that key, and had she been wise she would have kept it. But, a few months after its surrender, peace was declared, and England gave up Havana for Florida. She lost Florida in our Revolution; she might have held Havana, and with it she would have held the main gate to the Gulf of Mexico and the Isthmus.

The Substituted Sister.

The Woodward divorce suit, recently instituted in the courts of Robertson county, Kentucky, presents some novel points of professional and sentimental interest. The facts of the case are stated only too briefly by the Courier-Journal.

Mr. THOMAS WOODWARD of Mount Olivet fell in love with the daughter of a well-todo farmer in Nicholas county. The farmer opposed the match. WOODWARD and the girl planned an elopement and chose particularly dark night for the depart ure from the farmhouse. They were to go to Carlisle to get married. Mr. WOODWARD is described as "a wholesouled, good fellow," but he is exceedingly near-sighted. At the last moment the young lady changed her mind, and peruaded her younger sister to act as a substitute. The younger sister, therefore, met WOODWARD in the dark and eloped with him to Carlisle, where they were married; and it was not until after the ceremony was over that the whole-souled but nearsighted lover discovered that he had married the wrong girl. His petition for divorce, we assume, is based upon the darkness of the night and the disastrous im

perfection of his own vision. We do not recall any other divorce caswhich turns on the absence of spectacles and a substituted sister. Generally when a young man runs away with the sister of his flancée it is the abandoned flancée and not the young man who proclaims the grievance. It remains to be seen how much importance the Court will attach to Mr. WOODWARD'S contributory negligence in leaving his glasses behind when engaging in an expedition so momentous. Another interesting question is as to the extent to which Mr. WOODWARD forfeited his right to redress when he adopted a clandestine method of procuring a bride. Was he legally in the position of a burglar who enters a house to purioin some precious

possession ! These questions may not, under Kentucky elopement law, affect the decision of the Court in the Woodward case. Perhaps the surest way to get them pronounced that her powerful fleet would have at least twenty upon judicially would be for the whole souled but not whole hearted or whole orpedo boats. This is what happened:) eved Mr. Woodwand to bring a suit for iamages against his sister-in-law.

After Fifteen Years,

With so much now depending on our navy, it is only just to award to President ARTHUR'S Administration the honor of beginning that reconstruction of it on a mod ern basis whose fruits we see to-day.

The act of March 3, 1883, authorizing the building of our first group of steel cruisers, under Secretary CHANDLER, laid the foundation of our modern steel navv. Up to that time no steel war vessel had ever been built in this country, and the problem of constructing not only such a ship, but its proposed battery of high-power steel rifles, was very serious. Yet amid many doubts and criticisms the construction went on, and our first four steel ships have not only done great service for many years, but are good for years to come. The Chicago and the Atlanta have recently been supplied with better motive power, which their services and their capabilities well merited, and will soon resume their active careers. The Boston is one of our main sources of reliance on the Chinese station, and the Dolphin is in her place for the troubles with Spain.

Two years passed without further efforts to reconstruct the navy, and then President ARTHUR and Secretary CHANDLER once more went to Congress for aid. The result was the act of March 3, 1885, which authorized a second group of four steel warships, the Charleston, the Newark, the Yorktown, and the Petrel, in which the maximum of armament was somewhat below that of the first group, but the maxi-

mum of speed much greater. With these eight cruisers and gunboats authorized under President ARTHUR'S Administration, the great first step was taken. Battleships and torpedo boats were to fol low, with larger and faster cruisers; extensive armor factories and timber dry docks were to be established; but for the beginning of the great development which has been reached to-day we must turn back to fifteen years ago.

It looks as if Havana harbor would soon e safe for American ships and American men.

At the Golden Jubilee celebration of the Veteran Spiritualists' Union of Boston an anxious inquirer was informed by the medium that " at that moment a large Indian was stand ing behind his (the inquirer's) chair, wishing to counsel and aid him, and that he would be controlled by the influence of this vis-iting red man." The Boston ghost-seckers must be odd fish if they find any particular joy in having large red Indiana standing behind them. Large red Indianere not highly esteemed in the early days of New England, and their ghosts must be unpopular. It is unfortunate that an anxious Boston ghost-seeker should be condemned to have a large red Indian as an attendant demon in all probability a large red Indian who has just come from a large red ghost dance. No wonder there are so many collections of weak nerves in Boston.

Governor BLACK's emergency message vas worthy of the Governor of the Empire State and the prompt, silent action of the Legisla ture spoke for patriotism better than many

The Philadelphia Common Council, which ended its sessions for the year Thursday, seems to have been a choice body. "The amusement of the afternoon," writes a reporter of the Public Ledger, "consisted in the throwing of paper, copies of the journals, beans by handfuls, we sponges, &c." The President of the Council addressed himself to its finer instincts without finding them at home, and threatened to call for elevating hymns like this: "Hail! hail! the gang's all here;

What the hell do we care, what the hell do we care? Philadelphia deserves the sympathy of more villized regions.

The One-Eyed Ploughboy of Pigeon Roost, the most eager candidate for the Democratic omination for Governor of Georgia, is showing great talents on the stump. He says, modestly it conclusively, that he is "just the age when CALHOUN, WEBSTER and CLAY had reached the prime of their usefulness;" makes damnable faces at the Republican "anaconda," and informs his prosperous audiences, much to their surprise, that "the fires in our factories have gone out," and that "want stalks abroad in the land." It is clear that the One-Eyed Ploughboy of Pigeon Roost is too precious to be nominated for Governor. He is a museum piece.

A Beunited Country.

TO THE EDITOR OF THE SUS-Sir: While we should regard with due solemnity the decimation of Cuba's people and the destruction of the Maine, yet there is one thing brought about by these events for which we must be profoundly grateful, and that is a further reuniting of our own country. There has been no time since the close of the civil war when we have been in fact as well as in name so nearly one as now. Growing up out of a common sympathy, there has come to us a new bond of national feeling. It is safe to say that to-day, from the Atlantic to the Pacific and from the lakes to the Gulf, the flag floats over our country.

Fing Bay-Monday, April 4.

To the Editor of The Sun-Sir: Won't you kindly advocate in your paper the running out of the Amerion flag upon every housetop and every window, if ossible; also, every man to wear a small flag on Monday next, be it for peace or be it for war? NEW YORK, April 1. WILLIAM H. BENJAMIN.

Colors to the Bible.

To the Editor of The Sun-Sir: In The Sun of July 25, 1897, I noticed to-day, in looking over some old papers, a certain editorial taken from the Kansas City Journal, under the heading of " Sense of Tinte Recent Development," where a curious student who has spent many years in tabulating the references to

has spent many years in tabulating the references to colors in literature says "yellow is rarely mentioned in the Bible, and blue not at all. Blue is not mentioned in Homer, red rarely," &c. It's useless to write the whole item.

I thought it strange that blue should not be mentioned in the Bible, as I thought I remember reading on Sabbath school days, in the long ago, of the directions given to Moses by the Divine a traillect concerning the building of the ark and its appurtenances. I at once referred to the Captain's Bible and want about trying to find blue in Soripture. I was rewarded so far as to be able to call that curious student's attention to the following: Exodus xxv. 4: xxvi., 1, 31, 36; xxvii., 16, xxvii., 5, 6, 8, 10, 29, 31, 83, 37.

I may be an old sailor, but that student will see I have not forgotten my Biblical training. I am, str. respectfully yours.

Mascy 31. Steward Schr. Samuel B. Hubbard.

The Bunning Horse.

TO THE EDITOR OF THE SUN-Sir: I have seen the attement in an advertisement that the footfalls of a running horse are in diagonal sequence, or the right hind foot, the left fore foot. The left hind foot, and the right fore foot in order. Is this correct?

JAY ENDERHOOGER.

The order named is incorrect. A running horse be gins with his off hind foot and follows with his near hind foot, his off fore foot and his near fore foot.

From the Boston Evening Record. No one in Boston need fear the least slarm about this city being attacked by a Spanish fleet. It will not be done until our Government is so beaten and our navy destroyed that none of our ports will be safe. That cannot happen. The battle with Spain will not be here. It will be fought, if at all, somewhere between Havana and Ros

TORPEDO ATTACES.

A Study of the Efficiency of a Torpode Plotille Against He From " The Nest Naval War," London, 1894. (War had been declared suddenly by France against ingland. England's plan of naval campaign assum

Among the various plans discussed by the reat council at Paris was the sudden attack by flotilias of torpedo boats at different points, Originally adopted as a weapon of coast defence and to keep off a blockading squadron, later developments of this craft had proved that within a radius of 100 miles they could assume the offensive—given sufficient hours of darkness to over the distance—and they had every chance of making their appearance without warning. This view had led France to acquire a great number of these boats. In the north alone there vere sixty capable of such service, and harbors of refuge had been arranged along the coast to which they could return if pressed in pursuit. These refuges were up small rivers or estuaries, of which the defence was their inaccessibility to larger craft. Their existence was well known in England, and a number of swift catchers had been built to watch these places and destroy the enemy's torpedo boats on coming in or going

out of them. Only a few were ready. Cherbourg, the headquarters of the northers otills, is 110 miles from Plymouth and seventy from Portsmouth. It was determined to despatch a squadron of ten boats to each of thes ports and endeavor to destroy any vessels that might be in the roads or up the harbor. They had been in commission for some time and all on board were thoroughly trained. The plan was to leave Cherbourg at sundown, pro along the coast to prevent being observed by our cruisers or vedettes, and then dash acros the channel. A commander was in charge o ach expedition, on board one of the new 150foot boats which had attained a speed of 28 knots. Most of the boats carried two torped tubes, one of which could be pointed on either side or both on the same side.

Not all the boats were so provided. In each

squadron two carried machine guns only, their nission being to engage the attention of any guard boats encountered, while the others were to push on without stopping until the main object of the operations had been effected The plan of the Portsmouth attack was for the squadron to make for St. Al ban's Head, then turn to the eastward and proceed at moderate speed toward eedles. When some way off that end of the Isle of Wight a couple of boats were to be detached and make a feint as of forcing the entrance, while the remainder went on to the other approach. It was calculated that, all at tention being directed to the eastern channel the main assault had a good chance of passing the forts and getting up the harbor. There was another reason for this arrangement, which was possibility of coming across some of the Chan nel fleet making their way to Portland.

But this did not happen, for those ships ready had left in the afternoon, while the remainder vere to sail next morning. It was assumed that any ships lying at Spithead would have their nets out, but vessels alongside the dock yard would be exposed to torpedo attack. No aitch occurred during the journey across There was a strong westerly wind blowing, but the boats easily maintained a speed of fifteen knots. Much attention had been paid to the stoking so as to avoid sparks issuing from the funnel, which has always been the firs indication of the approach of a torpedo boat at night. No lights were showing except a small one in the stern of each boat. By an ingenious arrangement this light was provided with a shutter, worked by an electro-magnetic apparatus from the conning tower, by which the light was reduced when the leading boat altered speed, and obscured when her engines stopped. Some warning of this sort was necessary, as the flotilla maintained close order, the bow of each boat close to the stern of the next ahead; but it was found in this position a collision was easily alteration, of course, was detected without sig-

alling being required. About midnight the two boats were detached to make their way to the Needles, and an hour later heavy firing was heard in that direction The other boats were then passing Dunnose. and had not yet been discovered. Pushing on they gave St. Helen's Roads a wide berth, hoping to pass the Horse Fort undetected. But the wind had now dropped, and the Rattlesnake, a torpedo catcher patrolling between Selsea Bill and the Isle of Wight, caught sight of the the black specks in the distance the officer n command divined their mission. The preconcerted signal of two rockets in succession, followed by a gun, was instantly given, and in a few minutes the attention of the defenders, which had been drawn to the western entrance. was concentrated on stopping at all hazards this new attack. The critical moment for the boats had arrived, but there was no hesitation on the part of those in command. A single order. "full speed," and, guided by the lights on Southsea Beach, they made straight for the entrance of the harbor.

Though it could not be expected that such a daring operation as penetrating through the defences of our principal naval arsenal could be accomplished without great risk, more than one cause favored its success. The tide was then nearly full flood, so there was no fear of boats grounding on the shoals that at low water impede free navigation. A light rain which, while it did not obscure the land, placed those in the forts at some disadvantage, was a meteorological condition on the side of the attack. The range and power of the electric light are so diminished by fog or mist as to make it practically useless at such a time. This is due to its deficiency of red rays, which are not absorbed by aqueous vapor to the same extent as the other components of white light. The smoke of guns is even more embarrassing, while the difficulty of bitting a small object moving at a speed of twenty knots had not hitherto been appreciated.

Two causes only could be relied upon to stop torpedo boats in an attack of this nature. One is a fixed obstacle, as a boom which cannot be jumped, and the other is to have a sufficient number of small craft with speed and power, to grapple the boats before their object is reached. The former can only be used in certain places, and there would be difficulty in applying it to the entrance of Portsmouth harbor, where the current is so swift. But there is nothing to prevent an effective patrol by guard Unfortunately, hitherto little been done in this direction. The military had seen the necessity as a protection to their mines but had not the means for carrying it out, while the navy, not having control of the local defence, did not consider it their province. Alive now to the risk of having no mobile defence, a few steam launches had been hastily equipped and with one or two of the new catchers had been sent to patrol outside Spithead. Warned by the signals of the Rattlesnake, these now nade for the advancing boats.

But the French commander had calculated on such a contingency as likely to assist him in passing the forts. His plan was, if discovered, to get mixed up with the defenders, so that any fire directed on himself would be equally detrimental to the other side and lead to its being stopped. This actually occurred, for at first a heavy cannonade was though opened it soon ceased, as through the drizzling rain it was observed that were coming in together too absorbed in their mutual endeavors to pay any attention to what was going on elsewhere. Had there been a dozen catchers like the Hornet, not a single boat would have escaped. She, coming from the direction of Ryde-drawn there by the firing at the Needles-at a speed of twenty-six knots, steered for the flotilia. Her commander decided to ram, as she carried no torpedo tube in the stem, which had been specially strengthened for the purpose. The evolution is not easy, but the number of antagonists assisted his movements. Without a check he crashed the engine-room compartment of the last boat. There was a momentary torpedo on or, and shoute were heard, rom the unfor-tunate mechanics; then as the Horner backed out the water poured into the aperture and the

boat almost immediately sank. Another boat had been disabled in her machinery by pounder shell, and, being surrounded, had to surrender. The Hayock, which had also arived on the scene, was attacked by the two French guard boats. She had been unable to ram, having a bow torpedo tube, but did good execution with her machine guns. The four renaining boats had meanwhile shaken off their assallants and had passed the Spit fort with out serious injury. Following the example

of their leader, they had diverged as little as possible from their course. They now entered the harbor at short intervals. Though several ships were alongside the dock yard, the Inflexible was lying at her buoy read; to leave the next day. She offered an excel lent mark, and as the leading boat passed there was a plunge, and a torpedo charged with 200 pounds of gun cotton sped on its way of destruction. From the explosion that followed there was no doubt of its accuracy or effect. No modification of internal construction could with stand such a blow. In five minutes the ship settled on to the mud, with only the superstructure showing above the water.

Further on the dockvard lettles showed al most an unbroken line of ships that up to midnight had been taking in their stores. Some had not yet emptied the powder lighters that had only been placed alongside a few hours previously. Passing rapidly by these in success sion, at a distance of not more than 100 yards the boats discharged their torpedoes on that side with terrible effect. The Repulse, just commissioned, suffered the same fate as the Inflexible. A powder lighter alongside second-class cruiser was struck, and

the charge of the torpedo ignited the powder, causing a terrific explosion, the destruction of the cruiser, and immense damage to the lockyard as well as the town. Such a scene is indescribable. The air was full of portions of wood and iron that had been impelled upward and hurled in all directions. A calamity like this creates an awe which imposes silence and inaction on all for a brief period. Then the torpedo boats, having arrived at the head of the harbor, turned to make the best of their way out. It was a forlorn hope, for by this time thei pursuers had arrived at the mouth of the harbor. The only chance was to keep a straight course and trust to luck. It was a case of each one for himself.

The tide had just begun to ebb, and the boats same down the stream at a tremendous pace As they approached the entrance it seemed im possible to get clear of all the craft that had onverged on this spot. The leading boat car ried the commander of the expedition; he had taken the beim, as all depended on careful steering. There was a gap at Blockhouse Point, and for this he made. Seeing his intention, launch steered across to intercept him. If she grappled he would soon be surrounded. There was no alternative; a slight touch of the helm and the sharp stem of the torpedo boat cut clear through the quarter of the other, and she passed on without a check. The second torpedo boat had kept on in his leader's wake, and also got through, but the remaining two, which made for the other side, were not so fortnnate; one had its propeller damaged by floating wreckage, while the other had struck a buoy, which in jured the stem and impeded its progress. They were grappled and taken. It only remains to say that the leader and his companion managed after several hairbreadth escapes, to get away clear, and reached Cherbourg in the forenoon where they were received with enthusiasm.

11.

Some hours later there arrived at interval four boats of the Plymouth expedition. This had steered for the Start, and about five miles south of Prawl Point met the second division of the Channel squadron, which had left Plymouth late in the evening for Portland, The boats were discovered by a cruiser that had been placed two miles in advance of the main body. She at once fired guns and promptly enbeen provided for by the officer in command of the expedition. The boats were in two divisions. five in each line. Any scout or cruiser was to be attacked by the two guard boats, while the remainder, opening out, would endeavor to pass down on each side of the squadron. The ships consisted of the Empress of India, Resolution, Revenge, Narcissus, Bellona, and Speedwell. The four battleships were in line ahead while the Bellons was scouting in advance and the Speedwell on the starboard beam. The latter, seeing the firing, at once went full speed to the spot. This movement put the boats in some disorder, and gave the line of ships time to have everything in readiness to meet the advancing flotilla. Turning her searchlight on attack. At the first intimation of the presence of an enemy the Admiral quickned his speed, and as the boats now re to six, swept past, they were greeted with a tremendous fire from the machine and quick-firing guns. The leading boats suffered most and were disabled before they had reached a position to discharge their torpedoes. Those following, swerving outward to avoid their companions, did not come under such a heavy fire, but two of them had their torpedo tubes so in jured by the hall of shot that their contents stuck fast. The last two boats, partly enveloped in smoke, each managed to get off a torpedo at he third ship. This was the Revenge.

> There are two causes which, in firing torpe does from the side of a torpedo boat against a ship in motion, may produce a miss. One is that the torpedo is deflected on entering the water to an angle dependent on the speed of the boat; the other is that the object, if moving rapidly, may have passed before the torpedo reaches it An allowance for each has to be made, The speed of the boat being known, experiment easily demonstrates the neces sary allowance in this case; but the speed may be altered at the last moment, when a re adjustment of the torpedo is impossible. Similarly, the rate of the object has to be assumed. and may alter, or be estimated incorrectly Partly owing to one cause and partly to the other, of the torpedoes actually fired on this occasion, one passed astern, while the other struck the rudder of the Revenge. In the early days of this weapon, when the explosive carried by it was of comparatively small amount the effect would not have been so serious. But the detonation of 200 pounds of guncotton. which modern torpedoes convey-equal, perhaps, in effect, to 1,000 pounds of gunpowder-is irresistible. There was a tremendous report, and the stern of the ship was hurled into the air. Though all the water-tight doors had been closed previous to the approach of the boats, the shock to the after part of the ship was so great that all the bulkheads were seriously strained. An immense mass of water entered the ship, and she was observed to settle down deeply by the stern. Fortunately the loss of life was not great, as

> the machine guns on deck. Some of these were picked up uninjured by the boats of the squadron, which were quickly on the spot, the men having been precipitated into the water by the blow, though not immediately over the explosion. But a great many were wounded, especially in the engine room, where the con cussion was severely felt. Of course, the ship was perfectly disabled, as both propellers were gone, though the steam pumps were intact, and kept the water down to a great extent. That she did not sink was a marvel, and entirely due to the discipline maintained, even at such a terrible moment. No panic ensued. Stations for a collision had been frequently practiced, and now at the bugle call every one went to his allotted duty. All the pumps were connected, and boats got in readiness in case the ship had to be abandoned. For this there was no immediate necessity, as the water-tight doors had been closed previous to the attack. Had the explosion taken place a few feet further forward no precautions could have availed.
>
> All depended now on the bulkheads withstanding the pressure of water and proventing

> it extending to the engine room. They leaked

considerably, but did not give way. The entry

of water was checked by putting over outside

all the mats and canvas, where they got sucked

into the fissures. This action had been most

useful in the case of the Howe when lifted off

the rocks at Verrel. As the stern, or, rather, the after part, was much depressed, while the

was correspondingly raised, so that the

few were at the after end, except those working

Admiral came on board. With the Captain and Chief Engineer he made an examination of the injuries as far as they could be observed, and lecided to remove the crew to the Narcissus, which should then tow the injured battleship back to Plymouth. Only a small party was left on board the injured ship, as there was great risk of her foundering in case it came on to blow hard. She arrived in safety about noon, while the squadron went on to Portland.

whole of the ram was out of water, every weight

that could possibly be moved was transported

All sign of further attack having ceased, the

forward.

III.

There was great consternation throughout the country when these events became known, We had been subjected to extreme humiliation, Notwithstanding the millions spent on coast defence, we were not able to prevent a few torpedo boars entering our principal stronghold and destroying ships alongside our very dockyards. Elaborate preparations existed to encounter a hostile fleet, but no provision o meet this form of attack. Again, while all experienced officers had declared that & squadron at eea should be attended by numerous scouts to bring such assailants to bay sefore getting within striking distance of the main body, this obvious necessity had been

neglected, with the result just related. True, out of twenty torpedo boats fourteen had succumbed—for the two sent to the Needles, pressing the attack too close, had been disabled and captured-but our fleet had been reduced by three battleships and a cruiser, a deficiency which could not be made good within the probable limits of a war, and was out of all propore tion to the loss sustained by the enemy.

There was a tremendous outery against the War Office and the Admiralty, and an excited mob could be with difficulty restrained from acts of violence. Many demanded that a popular sailor should be given the direction of afe fairs. But it was not the time to swap horses, and calmer counsels prevailed.

FOR A CABLE TO HAWAIL Hawaitan Bill Giving the Privilege to the Scrymser Company.

HONOLULU, March 24.-Senator Brown has ntroduced in the Legislature a bill authorizing the construction by the Pacific Cable Company of a cable between the United States and these slands. The Pacific Cable Company, better known as the Scrymser Company, is the concern which has just obtained a favorable report from a Congressional committee at Washington on

oill to enable it to lay the cable. The Hawaiian bill gives the company exclasive cable rights here for twenty years. The cable must be laid within eighteen months after the passage of the act by the American Congress and extended to Japan within three years. It must be capable of transmitting fifteen words minute, and the toll rate between here and San Francisco is not to exceed 35 cents a wordand to Japan it is not to exceed 90 cents a word. In case of war the President may seize the cable and exclude all messages he sees fit. A guarantee of \$25,000 in Government bonds must be put up by the company.

There is little doubt that the bill will speedily pass. If it does, the long-expected cable will be laid this summer. If the United States go to war with Spain there is scarcely any doubt that the cable will be laid in short order.

HAWAIPS LAROR PROBLEM.

Sugar Pianters Up in Arms Against a Bill to

Abolish the Penal Contract Law. HONOLULU, March 24.-The sugar planters are up in arms against a bill now pending in the Legislature to abolish the labor contract system, by which a laborer who deserts from a plantation can be arrested and thrown into jail until he is willing to return to his until he is willing to return to his work and have all the costs of his capture and detention assessed against him. The planters say that under the present conditions the abolishment of the penal contract law would mean the utter ruin of every plantation on the islands.

They explain that the laborers brought to Hawaii are picked from the lowest classes in Japan. It is necessary to advance from \$130 to \$150 to each laborer to get him here. If when he arrives he cannot be held to his contract, the plantation loses not only the man, but also the money invested in him. The new ruling of the Cabinet regarding the employment of European labor, the planters say, would secure white laborers who in future years would entirely replace the Asiatics on the plantations.

Activity of Hawalian Volcanoes

HONOLULU, March 24 .- The latest advices rom the island of Hawaii confirm the reports concerning the activity of the volcances of Maunaloa and Kilauca. Peter Lee, keeper of the Volcano Hotel, reports that they are on the the Volcano Hotel, reports brink of a great eruption.

\$400,000 to Connect Kings County Rievated

Receiver James H. Frothingham of the Kings County Elevated Railroad Company received permission from Justice Dickey in the Supreme Court in Brooklyn yesterday to issue \$400,000 receiver's certificates to be used in completing the connection between the elevated structure and the Brooklyn Bridge.

Denne Americana fold.

Boston, April 1.-The auction sale of the Deane library of rare Americana closed to-day. Dodd, Mead & Co. of New York paid \$630 for Capt. Smith's "Advertisements for the Unex-perienced Planters of New England or Any-where," \$230 for the tract published by the Vir-ginia Council in defence of the design of col-onizing Virginia at a time when many arged its abandonment, and \$240 for Vincent's "True Relation of the Late Battell, Fought in New England."

Helen Gould Gives \$10,000.

The New York University Executive Committee at a meeting this week received a gift of \$10,000 from Miss Helen Gould for the endowment of the engineering school. A year ago Miss Gould made another gift to the engineering school, but this latest one is entirely separate from the scholarship which she founded then. The total scholarship general endowments avail-able for the school of engineering contributed by Miss Gould amount to nearly \$50,000.

A St. Louis despatch, received in Wall street esterday, said that the Mississippi Valley Trust Company of that city had engaged for import from Europe \$500,000. Other additional import engagements of gold, announced yesterday, were \$200,000 by the National City Bank, \$200,000 by L. von Hoffman & Co., and \$45,000 by Ladenburg. Thalman & Co., making the total import movement, which began on Feb. 25, \$38.

Prof. Lumboltz to Join an Indian Tribe.

CHIHUAHUA, April 1 .- Prof. Carl Lumbolts, recesses of the Sierra Madre in this State, where he will join the tribe of Tarahumara Indians and live with them for two years or longer. the explorer, has arrived here on his way to the

Blafortune in a Name.

From the St. Louis Republic. Humor and pathos are mingled in the predicament in which the Spanish Challof St. Louis is placed at the present time, owing to the imminence of war

have for the fact that it was originally organized for the teaching of Spanish to St. Louis business men desiring to establish usiness relations with the Latin American republics of this hemisphere, the club might truthfully call itself the Anti-Spanish Club. All its amilations are with peoples who have freed thomselves from the yoke of Spain and who are still intensely heatile to that country. The slub is particularly friendly toward the Cuban cause and has already taken an active part in working for the

success of that cause. And yet, and to relate, because it calls itself the Spanish Club its members now complain that folks are beginning to look askance at it, much as they might look at Patcher Weyler or h for Dupuy de Lome. It's a case of the innocent being mate to suffer for the gullt - Heaven knows where it may end if the people later under the misapprehension that the Spanish Club is really a Spanish club.

The Terror of Linnelly.

From the London Daily News. The doctors and police of Lianelly have been dealing with an american religious maniae, whose vioent attacks have baffled both medical skill and the constables. The man was found at in dight gasing intently at the sky, and, so be told the police, "tonking for Gabriel." He was only partially dressed, sppearing in the street in a new white shirt, causing the few people who saw him to fear and tremble. After eglorged at the police station he became exceed-ingly violent, and ultimately became blind, deal, and